THE MARINE RECORD.

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AROUND THE LAKES.

CLEVELAND.

The river tug Quayle arrived on Sunday with the schooner Foster in tow.

Captain S. B. Grummond, of Detroit has bought the large tug Champion.

Captain John Pridgeon, of Detroit, has bought the tug Sweepstakes for John R. Gillette.

Captain Charles Swartwood, formerly of the Champion will sail the Gladiator this season.

Captain Frank D. Root, formerly master of the steamer Russell Sage, takes command of ths steamer Fred Mercur this season.

Messrs. Upson & Walton are putting two new spars into the schooner Sophia Minch, which is just now lying at their dock.

We refer the reader to an account of a new compass test. Invented by captain Charles E. Kirtland, of Milwaukee, which will be found in another column. Its value is apparent.

The schooner Southwest, which was sold last week by J. H. Webb & Co. to Thomas Axworthy, will be commanded this season by C. Z. Montague, who was master of the schooner Owasco last season.

Captain Ed. Porter, who was master of the schooner Southwest last season, has bought an interest in the schooner Three Brothers, and will sail her this season. He has gone to Milwaukee to look after her fitout.

Messrs. J. W. Grover & Co, put a new mizzen mast into the schooner M. R. Warner on Thursday. The same gentlemen are furnishing the schooner Exile with three new spars, taking off her old set of rigging and replacing it with new and fitting sails accordingly.

A decree has been rendered for each of the libelants in the case in the United States District Court of Alexander Campbell and John Cain against the barge San Diego for $21.50, and the court has decreed that each party to the suit pay their own costs. The suit was brought to recover $91 claimed as due the libelants for wages as seamen on board the barge.

The cases of Laban B. Fortier and Alfred Wager, of Buffalo, N. Y., owners of the barge Walter A. Sherman, against 500,000 feet of lumber, late cargo of the Sherman, and of Laban B. Fortier, owner of the barge Hamilton J. Mills, against 500,000 feet of lumber, late cargo of the Hamilton J. Mills, have been referred to Earl Bill, Esq., commissioner, with authority to take testimony, hear arguments of counsel and make report of his findings.

The funeral of Mr. George Saal, whose tragic death occurred at Port Clinton last Thursday while he was on a hunting expedition, took place from his late residence, the Melrose House in Rockport, on Sunday, under the direction of the Knights of Pythias. Mr. Saal was one of Cleveland's pioneers and a member of the first board of police commissisners, and was highly respected by all who knew him.

In the case of John Jenks against the schooner Montauk, commenced in the United States District Court on September 27, 1881, in which the libelant claims damages in the sum of $1,000 for wages due, and injuries received while at the wheel of the schooner when she ran aground on the 4th of August, 1881, in the Sault Ste. Marie river, a decree has been rendered for the libelant for the sum of $48.30 the amount of his wages only. The court decided that his injuries were caused by his own carelessness, and not through any fault of the officers in charge of the schooner.

Captain Wm. Case has sold the schooner Johnson and bought an interest in the Queen City, which he will sail this season.

We have received, with the compliments of Captain Alex McDougall, of Duluth, a valuable bird's eye view of Duluth, a photograph which we prize very highly.

The convention of lake underwriters at Chicago, adjourned yesterday without accomplishing anything. It was decided not to form a pool.

Captain W. Bradford, who has not entirely recovered from the injury he received last fall, will not be able to take charge of his vessel at the opening of navigation. He has gone on a visit to Buffalo.

The large schooner City of Cleveland, which is being transformed into a steamer, now fills the Globe drydock, where she will receive her machinery built by the Globe Iron Works, which also necessitates new cabins.

There has been a change in the firm of Becker & Kelley, brokers and vessel agents, Captain Kelley having retired and Mr. Ed Kelley entered into the firm with Captain Becker.

The case of A. C. Robinson and others against the tug Patrick Henry has been referred to Loren Prentiss, Esq., as commissioner. This is an action brought to recover $1,000 and interest from November 22, 1881, claimed as damages resulting from a collision between the barge Joseph, and the barge Elvina while the latter was in tow of the tug Patrick Henry.

The case of Charles Chapman and others against the scow W. A. Lamar, an action for the recovery of a tow bill contracted in November, 1880, has been referred to Earl Bill, as commissioner, with authority to take testimony, hear aaguments and make report of his findings. The case of Wm. J. Miller against the schooner Franz Siegel, for materials and repairs furnished in June, 1881, has also been referred to Earl Bill, as commissioner, with the same authority.

The river tug Thomas Quayle will tow the schooners Zach Chandler, Lafrinier and Columbia this season. She came in from Detroit on Monday morning.

The Marine Engineers' Beneficial Association, No. 2, of Cleveland, deserve much commendation for their generous action in assuming all care and expense in the burial of their brother, William Thompson, who died of heart disease on the 21st of March.

At the annual meeting of the Cleveland Yacht Club the following officers were elected: Commodore, George W. Gardner; vice-commodore, Percy W. Rice,; rear commodore, W. H. Eckman; Secretary, James E. Downy, treasurer, H. G. Phelps; measurer, Henry Gerlach; surveyor, Bernard Lyman; executive and regatta committee, Robert E. Mix, chairman, Henry D. Coffinberry, James Corrigan, N. P. McKean, W. Scott Robison. New members admitted, A. C. Ramson, James E. Downy, Leon Gobille, and Mr. Kelly.

Marquette will have three ore docks in operation the coming season, and railway connections with about a dozen mines which have done their shipping via Escanaba hitherto.

DETROIT.

Special to the Marine Record.

DETROIT, April 8.

The reports are favorable for navigation as far west on Lake Huron as Alpena, and already steamers have fixed a day of departure from here the present week. The steamer Flora, of Grummond's line, is billed to leave here this (Tuesday) evening, and will proceed as far on Lake Huron as the ice will permit. The Flora has been put in excellent condition, both in hull and machinery, for the season's business. The steamer City of Cleveland, Captain Albert Stewart, is announced to leave Thursday, this week, and will land at way ports and at Alpena. The reports from the Straits forbid the idea of a boat reaching anywhere near that locality.

The schooner Ferrett left a few days since on her first voyage to Johnson's Island for a cargo of stone.

The tug Winslow has had her boilers repaired to the extent of $1,400.

Morgan & Rice sold for N. S. Whipple the schooner George M. Case to Captain Wm. McDonald, of Chicago, for $11,000.

James P. Donaldson & Co. furnish the entire fitout for the new steamer W. J. Averell, launched a few days since at the Springwells shipyard.

The steamer Chief Justice Waite has received a thorough overhauling here, in hull and machinery, and is now in first-class condition.

Captain George E. Merritt commands the steamer Inter-Ocean this season, and has left to fit out.

The new steamer built at John Oades' shipyard, in this city, was launched on the 1st instant, in good shape. She has the following dimensions: Length, 144 feet; breadth, 30 feet; depth of hold, 10 feet. As yet she is nameless.

The steamer Alaska will resume her route between Detroit, the islands and Sandusky to-morrow (Wednesday), sailed by Captain A. Harryman.

Wm. C. Perry, a well known marine engineer, died in this city on the 4th inttant, after several months' illness, aged 51 years.

John Gore, a well known Lake Superior pilot, died after a short illness in the marine hospital in this city, on the 2d instant, aged 45 years.

Flower Brothers have made the following appointments for their vessels: Steambarge Michigan, Captain A. Cuson; engineer, V. Gerard, Barge W. R. Clinton. Captain C. A. Cuson.

The steamer C. H. Merritt, Captain Geo. Garnetto, will ply this season between Chatham, Windsor and Detroit, commencing on the 10th inst. She is a new craft and well adapted for the route.

The shipyards are having all the work they can command in overhauling and repairing.

Captain H. G. Blanchard's line of vessels are officered as follows: Tug Bismarck, Captain A. T. Smith; tug Wm. Park, Captain L. G. Vosburgh; tug A. F. Bartlett, Captain Charles Martin; schooner F. M. Dickinson, Captain Wm. Keenan; schooner Lillie May, Captain Henry Venu; schooner Emerald, Captain Arthur Hazen; schooner Knight Templar, Captain W. Rose; schooner W. Bissell, Captain Geo. Granger; schooner Magnet, Captain A. Gorham; schooner Colorado, Captain John Blair.

A new steambarge was launched at Dresden, Ont., for Alex Terrie on Saturday. She is described as follows; Length, 150 feet; breadth, 32 feet; depth of hold, 11 feet. She will be completed in May and will ply in the Georgian Bay lumber trade, commanded by Captain Wm. Morton.

The ice at the St. Clair ship canal was so jammed as to compel the propeller City of New Baltimore to take the north passage.

The tug Quayle, which is now owned in Cleveland, left here on Sunday for that port with the schooner J. N. Johnson, the latter having on board 20,000 bushels of wheat. The Quayle is commanded by Captain C. H. Beach.

The steambarge S. C. Baldwin, rebuilt this winter at Port Huron, will be towed to this port to receive a new boiler.

The Grand Trunk Railway steamer Great Western was libelled at Windsor on Saturday by Odette & Wherry, owners of the schooner John Stevenson, which was run down and sunk by the Great Western on the night of February 10th. The railroad company raised the vessel but did not repair her. The damages are placed at $1,500.

A serious collision, so far as damages approximate, took place here at the Michigan Central slip on Wednesday night between two railroad steamers, the Great Western and the Michigan Central. The latter boat was lying at the slip when the former came along with considerable force, stern foremost, and struck the latter a glancing blow forward of the wheel on the starboard side, breaking her wheel and making an opening eleven feet wide in the iron work of the hull well down to the water's edge. They were locked together for several minutes and drifted down the river some distance, the effect of the blow causing the Michigan Central to part her lines. Each had a wheel disabled, but managed to reach the dock with one wheel. Fortunately no one was injured in the melee. The damage sustained by the Michigan Central will not be far from $10,000, that of the Western in the neighborhood of $500. It is but a few days since the former came out new, and her services at this time are much needed. Captain Aldridge, of the Great Western, has been dismissed from service, and Captain Mitchell, of the steamer Saginaw, takes his place.

The large new steamer on the ways at the Detroit drydock will be launched on Thursday, this week, at 3 p. m.

The steamer City of Dresden, Captain John Weston, commenced her season's trips between Windsor and Leamington yesterday morning. She leaves each port on alternate days, calling also, at Detroit.

Captain Whipple, who latelely sold his vessel, the Geo. M. Case, is anxious to purchase a steambarge to carry 400,000 feet of lumber.

The schooner James F. Joy is to be thoroughly rebuilt at the Detroit Drydock shipyard.

The steamer Pearl leaves to-morrow evening for Alpena, sailed as formerly, by Captain John Edwards. It is somewhat doubtful if she gets round Point Au Barques.

The schooner George A. Sherman, Captain W. A. Jones, arrived this forenoon from Lorain, O., with coal for Walkerville, Ont.

W. B. Morley, of Marine City, has purchased the schooner Montpelier for $3,500. If these figures are correct and I am not mistaken in the vessel, it was a low purchase.

[*Continued on 4th page.*]

MARINE LAW.

SCHOONERS' LIABILITY FOR NECESSARY SUPPLIES—THE HOME PORT.

Circuit Court, District of Massachusetts.

In Admiralty. C. T. Russell and C. T. Russell, Jr., for libellants, appellants. Geo. M. Reed, for claimant.

Lowell, J. The schooner Jennie B. Gilkey was sold in the district court, and certain debts which were admitted to be privileged were paid out of the proceeds. The libel of H. M. Baker & Co., ofNew York, for necessary supplies furnished the master in New Yokr for his last voyage, was rejected, because according to the evidence in that court, New York appeared to be the home port of theschooner. A new case is made in this court, and has been very thoroughly prepared and argued, both upon the facts and the law. The claimant, Mr. Loring, owns the greater part of the vessel, and contests the lien of the libelants. When these supplies were furnished, the vessel was owned in Massachusetts, Maine, and New Hampshire, excepting that Loud & Co., of New York, owned one sixty-fourth part. The case for the libelants is, that the schooner was built and largely owned in Boston, and had a permanent register in that port; that "Boston" was painted on her stern; that they believed, and had reason to believe, that she was a Boston vessel; and that in fact she was so. The contention of the claimant is, that New York was the home port of the vessel, because Loud & Co., of that city, were her managing owners; or that the master was such owner, and usually resided in New York; that, therefore, she should have been registered there; and that admiralty, like equity, will hold that to be done which ought to have been done. If Loud & Co. were the husbands, or acting and managing owners, of the vessel, the registration should have been changed to New York when they were appointed to that office. Rev. St. § 4141. It does not necessarily follow that New York became, *ipso facto*, the home port, without change of registration. I have seen no case which decides that the home port shifts as often as the managing owner is changed, without change of papers, or that material-men are bound to discover who is the managing owner of a vessel, or what place is his usual place of residence. One case decides that the port of enrollment is the home port, if the managing owner lives there, though a majority of the owners live in another state. The Indiana, Crabbe, 479. In that case the decree was that the vessel changed her home port from a certain day, which was that of her new enrollment at the port of the managing owner, and not that of the sale to him; but the time between the conveyance and the enrollment was trifling, and the point does not appear to have attracted attention.

It has often been decided that the place of residence of the owners is to be considered the home port, even when the registration is in another state, if the facts of ownership and residence were known, or might have been known, to the material-man, (The Golden Gate, Newb. 308; The Albany, 4 Dill. 439; The E. A. Barnard, 2 Fed. Rep. 712; The Mary Chilton, 4 Fed. Rep. 847;) but I have seen no case which brought up any question between majority and minority ownership, or between the managing and not managing ownership, in a case of this kind. It is equally well established that the port of registry is, in a case of this kind, *prima facie* the home port, to be overcome by clear proof, before any other home is taken as the true one. The Superior, Newb. 176; The Sarah Starr, 1 Sprague, 453; 2 Pars. Shipp. & Adm. 326. Mr. Justice Clifford said that the statute requiring the name of the port registry to be painted on the stern is intended to give to all persons interested notice of the home of the vessel, and this statement is quoted in an opinion in the supreme court. The Martha Washington, 1 Cliff. 463, 466; Morgan v. Parhair, 16 Wall. 471, 475. As I find the facts to be in this case it will not be necessary to go beyond these decisions.

Loud & Co. testify that they acted merely as brokers or consignees of the vessel, and neither had, nor assumed to have, any of the powers of managing owners; and this is confirmed by all the evidence. The schooner's voyages, during some years, were chiefly between New York and foreign ports, and as is so common with New England vessels, the master sailed her on shares. He undoubtedly took the responsibility, and gave the orders for all the voyages and business of the vessel; and Loud & Co. acted precisely as they did for all other vessels which they disbursed. The fact that New York was the headquarters of the vessel, as it must be of general freighting vessels on this coast, has no effect to make it the home port. Hayes v. Pacific Mail Co. 17 How. 596; Morgan v. Parham, 16 Wall. 471.

In taking out registration, Mr. Loring, the present claimant, represented himself to be the managing owner. He says that he signed the papers because he was told by Captain Gilkey, his brother-in-law, that they were necessary, and knew nothing about their contents, which I take to be the fact. Still, Mr. Loring was the largest owner, and all the managing owner that the vessel had, unless the master shall be considered so. I agree with the claimant that it is doubtful whether the master can be the ship's husband, or acting and managing owner in the sense of this statute; but, however this may be, I do not find, as a fact, that Captain Gilkey was such husband, or acting and managing owner, nor that he usually resided in New York. He managed the voyages of the vessel, as charterer and special owner not as ship's husband, in the sense of the statute; nor did he reside in New York. Judge Ware decided that a merchant who passed most of his time in New York might be considered as usually residing there, though he was domiciled in Maine. The St. Lawrence, 3 Ware, 211. I have my doubts of the soundness of this opinion, but do not now controvert it. Captain Gilkey was often in New York, but it was because his vessel happened to be there at the end of his voyages. He called himself a resident of Boston, or of Somerville, which is a suburb of Boston and his family lived in Somerville, and it is not proved that either he, or any one else, ever supposed that he usually resided in New York. I cannot think that, if the statute would ever admit the master to be the managing owner, it intends to say that his usual residence shall shift with the shifting business of his vessel. Seamen are considered to reside, for all municipal purposes, of voting, taxation, distribution of estates, where their families live, and they consider themselves to have their home. Guier v. O'Donnell, 1 Bin. 349, note; Boothbay v. Wiscasset, 3 Greenl. 354; Hallet v. Bassett, 100 Mass. 167. While I do not, at the present time, dissent from Judge Ware's opinion that a business man may have a usual residence apart from his family, I hold that the master of a vessel does not acquire such a residence by putting into a foreign port more or less often. I hold, therefore, that the schooner was properly registered in Boston, and was a foreign vessel in New York, that the libelants have a privilege for the supplies furnished her.

The only disputed items of the account are the premiums of insurance. The evidence upon this point is not very full. I understand that the vessel sailed on her last voyage in 1878, and suffered damage which caused heavy expenses in a foreign port; that the owners contributed funds to redeem her, and afterwards became disatisfied with the conduct of Captain Gilkey, and sent out another master who brought the vessel to Boston in 1881. The libelants, in the meantime, having had general authority or instructions from the master to that effect, kept themselves insured by annual policies, and the principal charges of this kind are for these insurances. There is, besides a charge for insurance on freight in one of the voyages, which was authorized by the master. In August, 1880, the claimant, in answer to a letter from the libelants, which is not in evidence, wrote: "Think your bill against schooner Jennie B. Gilkey should be covered by a yearly policy, so to get the best rate you can, at the same time be able to cancel at any time." The next year he wrote a much more cautious letter in which he referred them to any instructions they may have had from the master. It is apparent, on the face of this second letter, that he was afraid that he had committed himself in 1880. I am of opinion that neither the master nor the claimant had authority to charge the ship with premiums of insurance paid in New York to secure the libelant's account.

There is some difference of opinion whether insurance, though duly authorized, gives the underwriters a privilege for the premiums The better opinion appears to be that it does not, because insurance is not a necessary supply for the ship itself, but only a prudent security for the proprietary interest of her owners. Compare The Collier, 8 West. Law M. 521; The John T. Moore, 3 Woods, 61; The Heinrich Bjorn, 8 Prob. Div. 151; The Dolphin, 1 Flippen, 580, and the reporter's note; The Guiding Star, 9 Fed. Rep. 521; The Riga, L. R. 3 Adm. & Ecc. 516.

The strongest argument made by the libelants is that the premiums may be regarded like interest, as a charge for delay of payment. In some bottomry bonds such a charge is made by agreement; but whether the courts will uphold it, is doubtful. See The Boddingtons, 2 Hagg. 422. The Robert L. Lane, 1 Lowell, 388; where the question was not decided, but only referred to. If it were proved that by a general, long established, and well-known custom, premiums of insurance are to be added to the account by way of consideration for the forbearance, they might possibly be allowed, on the theory that the charge for interest was proportionally diminished, or that the arrangment was an entire one, from which no one item was to be separated. No such evidence was offered.

It must be remembered that the schooner was sailed on shares under a parol charter, which required the master to supply the vessel for her voyage, though not to repair her. She is liable for necessaries by virtue of a fiction of the admiralty courts, known to all the parties, and admitted in this case. But the insurance did not benefit the owners, for they were not personally responsible for this debt. The case appears somewhat stronger against the charge than if it were made in bottomry, inasmuch as the exigency was less. In bottomry, is communicated with, in most cases, and if he cannot advance the money, the master must raise it on the best terms he can get. Here the libelants supposed, though they did not inquire, that the master was sailing the vessel on shares, and they therefore supposed it to be important for them to insure, because they had no resort to the owners. They protected their own interest, as a morgagee might do, and can no more charge the premium against the ship than a morgagee could charge it against the estate in the absence of a postive stipulation to that effect. I reject the items for premums of insurance.

Decree for the libelants.

INTERESTING TO NAVIGATORS.

GEORGIAN BAY SURVEY.

Georgian Bay, to which region such large fleets of vessels ply from Chicago, is justly termed the "black hole" of the chain of lakes. It abounds with reefs and shoals and bad places, has few beacons and buoys, and has fewer lighthouses. To be added to all this is the fact that the fiercest gales rage there and that there are no tugs or life saving crews. The only survey ever made of the "black hole" was commenced last fall, and it is to be continued. Staff Commander J. G. Boulton, R. N., is in charge of the survey, which will prove of great importance and assistance to vessel masters trading to Georgian Bay. On the completion of the survey of this portion of the bay and north channel full and connected sailing directions will be issued by the Canadian Department of Marine, canceling this temporary information:

TOBERMORY (COLLIN'S) HARBOR

affords excellent shelter from all winds. Both it and the approach thereto are free from dangers. At night the temporary fixed white light on the southwestern entrance point may be steered for when seen. The best shelter is in the southwest arm, making fast to the western shore, which is steep to. The assistance of Mr. Charles Earl (who resides here) may be obtained if wishing to proceed into Lake Huron by Cape Hurd channel. The shores of Echo Flower Pot, and Middle Islands are steep to on all sides.

BEAR'S RUMP.

To avoid the shoal extending from the south point of this island, keep Cove Island lighthouse touching the north extreme Flower Pot Island. The east side of Middle Island in line with the west side of Doctor Island (the northernmost of the four islands in front of Tobermory Harbor) leads east of this shoal.

LONELY ISLAND.

The north shore should not be approached within a quarter of a mile, nor the remainder within a couple of hundred yards.

CLUB ISLAND HARBOR

is well sheltered from all winds. In entering keep nearest the south point, and bring up off the houses in the south corner.

WALL ISLAND.

To pass eastward of a long shoal stretching southward from the south extreme of this island, keep the right fall of Cape Smith open east of Rabbit Island.

RATTLESNAKE

is a safe harbor, and may be easily entered with the plan on the Admiralty chart. From this locality to Cape Smith, the coast of Manitoulin Island should receive a berth of a quarter of a mile. The holding ground in Wekwemikonsing (James) Bay is not good.

DAWSON ROCK,

a large patch of bowlders, with three feet of water over its shoalest part, lies E. by N. ¾N., distant ten miles from Lonely Island lighthouse, and S.S.E. ¾E., twelve and three-quarter miles from the south extreme of Squaw Island. From this patch the southeast end of Horse (Fitzwilliam) Island is closed with the north extreme of Lonely Island; and the summit of Badgely Island is over the northern part of Squaw.

SQUAW ISLAND HARBOR

contains perfect shelter for vessels drawing under 8 feet of water. Approach from the eastward and keep the island shore close on board.

KILLARNEY HARBOR.

In entering this harbor from the eastward, bring the low northwest extreme of George Island to touch the docks on the north side of the harbor before proceeding westward of the lighthouse. A tug may be obtained here for Collin's Inlet.

BERNARD ROCK,

small, with ten feet of water over it, lies southwest ¼ south, distant four and a half miles from Killarney east lighthouse, and northeast two and three-quarter miles from the south extreme of the large and southernmost Burnt Island. The summit of Badgely Island, over the east end of Kokanongwi, leads east and over the other extreme west of it. Whisky Island (Wekwemikong, or Smith Bay), touching the south extreme of the largest Burnt Island, leads north, as does Killarney east lighthouse shut in with George Island.

WEKWEMIKONG BAY

has good holding ground and shelter from southeast and southwest gales. To avoid the shoals on the cape shore of the bay keep the whole of Squaw Island open of Cape Smith.

PULKEY ROCK,

with ten feet of water on it, lies east, distant about one mile from the center of Whisky (William) Island. From the rock the summit of Badgely island is a little inside the end of the large Burnt Island above mentioned. To pass southeast of it, therefore, keep this summit open east of the Burnt Islands. The rock marked on the Admiralty chart of Lake Huron, No. 519, as lying about N. by W., three quarters of a mile distant from the north point of Cape Smith, has no existence in that position.

FROM CAPE SMITH TO LITTLE CURRENT.

Keep the west and highest beach on Badgely Island in line with the first hill left of Lion's Head (a sharp and conspicuous bare hill on the mainland behind Badgely Island) until End's Bush (a remarkable clump of trees near the right fall of the high land at Little Current) is closed with the summit of Rat (Heywood) Island. Proceed on this mark to avoid the dangers from the north side of the Burnt Islands, keeping, at the same time, the south extreme of Kokanongwi Islands well open of Badgely, to pass southward of the shoals extending from Center and Round Islands. The south shore of Rat Island maybe approached to 200 yards. Strawberry Island Lighthouse Point is steep to. Keep a little southward of the line joining the lighthouse and Little Current, to avoid the shoal water extending from the LaCloche Islands, and in nearing the village keep the Manitoulin shore on board.

WATTS ROCK,

nearly awash, lies about E. by N., half a mile from the eastern end of Rat Island. The summit of Badgely Island touching the north side of Round Island, leads south of it. Vessels drawing less than 15 feet of water may pass through the artificial channel in process of excavation at Little Current; but sailing vessels, on account of the sharp turn, require especially favorable circumstances of wind and set of current.

The above bearings are compass, and the distances are in nautical miles of about 2,025 yards.—*Inter-Ocean.*

DEATH OF CAPTAIN G. B. DICKSON.

Last week we made brief mention of the death of Captain George B. Dickson, which occurred on the 31st of March. Captain Dickson was born in Pomeroy, County Tyrone, Ireland, September 29, 1831. He came to this country in 1845, and settled down in Buffalo. His Uncle, Captain Patrick Dickson, was then sailing the ship Milwaukee, and George shipped on her before the mast. Later he went on the brig Globe, which was also sailed by the uncle. The latter built the propeller Illinois, and when he took command of her in 1849 George went with him as wheelsman. He was soon promoted to the position of second mate. Afterward he became first mate and then master of the Illinois, this being his first command. He left this vessel to take charge of the propeller

Plymouth, and later became master of the Hunter, which was wrecked on St. Clair river. In 1851 he fitted out the iron passenger steamers India, China and Japan, of the Anchor Line, and took command of the China. He remained on her until 1876, achieving considerable popularity. In that year he was appointed Government local inspector of steam hulls, which position he filled at the time of his death. Captain Dickson was regarded as a careful, competent, and reliable navigator, and was well known and respected at nearly all the lake ports. His sailing record is first-class, and as Government inspector he was efficient and trustworthy. Personally he was of a genial, open-hearted nature, and strictly honorable in his intercourse with men. He leaves a widow but no children, and a brother, Captain William Dickson.

THE ÆTNA GRATE.

We desire to call the attention of our readers to the merits of the Ætna grate, a cut of which is presented in another column of this issue. This grate, which is very durable and easily cleaned, is adapted to burn the most inferior quality of slack coal, and being a shaking grate, produces a steady draft which obviates the necessity of cleaning fires so often, and consequently saves coal, and is easily adaptaed to any furnace, and can be set in without any extra expense. As an evidence of the esteem in which these grates are held for marine purposes we are permitted to refer to the following list of steamers on which they have long been in use and have given entire satisfaction:

Steamer Egyptian, in use 5 years.
Steamer Cormorant, in use 4 years.
Steamer Wocoken, in use 3 years.
Steamer City of Rome, in use 2 years.
Steamer Cumberland, in use 2 years.
Steamer D. W. Rust, in use 6 years.
Steamer H. D. Coffinberry, in use 5 years.
Steamer E. B. Hale, in use 5 years.
Steamer H. M. Chisholm, in use 3 years.
Steamer John N Glidden, in use 2 1-2 years
Steamer Smith Moore, in use 3 years.
Steamer William Edwards, in use 4 years.
Steamer Robert Wallace, in use 1 1-2 years.
Steamer S. E. Everett, in use 2 years.
Steamer Colonial, in use 1 year.
Steamer Continental, in use 1 year.
Steamer Buffalo in use 3 1-2 years.
Steamer Chicago, in use 2 1-2 years.
Steamer Progress, in use 2 years.
Steamer Oscar Townsend, in use 2 years.
Steamer Mayflower, in use 2 years.
Steamer City of Concord, in use 3 years
Steamer Garden City, in use 3 years.
Steamer R. B. Hayes, in use 4 years.
Steamer Sparta, in use 1 year.
Steamer Vienna in use 2 years.
Steamer Havana, in use 1 year.
Steamer H. C. Schnoor, in use 6 years.
Steamer Ohio.
Steamer of City of Cleveland.
The steamer building at St, Clair for Woods, Perry & Co.
The two steamers building at Quayles for Captain Thos. Wilson,
Sidewheel steamer Sea Gull,
Tug Relief, in use 2 years.
Tug Alanson Sumner, in use 1 year.
Tug Bennett, in use 5 years.
Tug Effie L., in use 6 years.
Tug Goodman,
Tug Joe Harris.
Tug Music.
Tug Annie Molles:

They have also been placed in most of the public buildings of this city, including the public schools.

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THE STRAITS OF MACKINAW.

There is much speculation as to the date when craft can get through the Straits of Mackinaw this spring. Vessel owners are in no hurry for the opening, but when it comes the shipping will at once commence to move. The steamer Algomah is making regular trips across the Straits in a channel cut for her, but the ice in the Straits, and all the way from the Lake Michigan and Lake Huron entrances is very heavy. If there is mild weather, with warm days now and then, copious rains, and heavy windstorms, the thoroughfare will be open so that steamers can pass by April 15th. The winter has been the coldest for many years, and the ice is much heavier than usual at this time. The following table shows the dates on which steamers first passed the Straits each spring for thirty years:

1854	April 25	1869	April 23
1855	May 1	1870	April 18
1856	May 2	1871	April 2
1857	May 1	1872	April 28
1858	April 6	1873	May 1
1859	April 4	1874	April 29
1860	April 13	1875	April 28
1861	April 25	1876	April 28
1862	April 18	1877	April 20
1863	April 17	1878	March 14
1864	April 23	1879	April 23
1865	April 21	1880	April 5
1866	April 29	1881	May 4
1867	April 23	1882	April 5
1868	April 19	1883	April 25

A FRESH-WATER WHALE.

The latest sensation is the fact that the crew of the fishing tug Geele caught a sturgeon off Muskegon a few days ago that measures 11 feet 6 inches in length, 5 feet in circumference, and weighs 1,173 pounds. Booth, the Chicago oyster man, is credited with having secured the monster and it is to be brought here by one of the east shore steamers. It is more than likely that the curiosity men of the various museums will make a scramble for it. No such fish has ever before been seen in fresh water and the fishermen and sailors express great wonderment. Some of them insist that it is not a sturgeon at all, but is a species of fresh-water whale.

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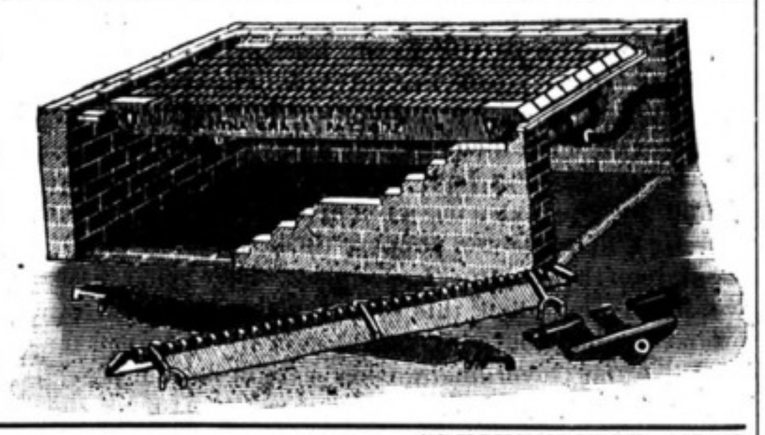

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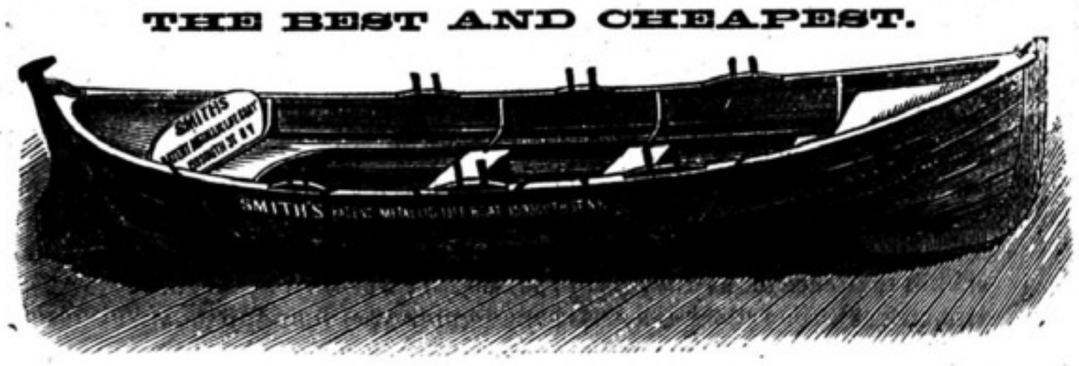
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Her length is 135 feet, beam 26 feet, and hold. 10 feet 10 inches. Boiler 17 feet long, 7 feet diameter; three flues, two 16 inch and one 17-inch. Engine 22x42. Carries 240,000 feet of lumber. Speed, 11 miles light, and 9 1-2 loaded. Insurance valuation, $15,300. Address MARINE RECORD Office, No. 2 South Water street, Cleveland, O.

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SECOND HAND TUBULAR BOILER, 44 inches diameter, 43 tubes 3 inches diameter and 12 feet long, steam drum 30 inches diameter, 40 inches high; front grates, fittings and breechings; good order.
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The Marine Record.

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A. A. POMEROY, Editor and Proprietor.

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☞ The Editor assumes no responsibility for the opinions of correspondents.

To insure notice, contributors must give name and address, and write on one side of the paper only.

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INTER-STATE COMMERCE.

The inter-state commerce bills before Congress, numbering about half a dozen, have up to the present time been in a somewhat scattered condition, but the matter will now assume a more concentrated shape if favorable action can be secured for Senator Collin's contemplated measures. As a substitute of the whole fleet of bills which have reached the bow of the Senate commerce committee he has completed a draft of an entirely new measure. Its provisions are directed almost entirely toward the government of the railroads, as we can find nothing in a pretty full syropsis of the measure relating explicitly to navigation companies, further than that they are included in the general appelation as "transportation companies engaged in inter-state commerce." But marine men must not feel hard over this seeming neglect. By it they are regarded as not needing special legislation, that they are more sinned against than sinning, and that if the railroad companies can be kept from cutting the throats of one another and every body else marine interests will naturally right themselves without interference. The bill provides for the creation of a commision of five members to hold office for five years and to be paid a salary of $7,500 each, together with a secretary at $3,500, and other necessary employes, the duty of which commission is to prevent or punish extortionate charges and unjust discriminations by transportation companies engaged in inter-state commerce. Extortion is defined as charging "more than a reasonable rate of compensation" for hauling freight or cars, and unjust discrimination is defined as charging, directly or indirectly, one person a greater compensation for any service than is charged any other person for like service under similar circumstances, or refusing to furnish the same facilities to one person that the company furnishes anyother person for handling freights of the same class. The commission is to act as arbitrator or prosecutor, as circumstances may warrant. Upon receiving a complaint they are to invite a reply from the railroad and if the latter makes restitution the first offense rests, if there is failure to adjust, the commission must investigate and assess fines. If fines are not paid the district attorney shall sue for them in the proper district United States court, and upon conviction the railroad must pay not more than $1,000 as a fine, and costs, and proper damages to complainant. The commission may make investigations in all parts of the country, or appoint a sub-committee to do so, send for persons and papers, administer oaths and compel the production of books. Railroads must make annual reports to the commission of all its financial affairs, and these shall include all information concerning freights, agreement, contracts and such other matter as the commission, may require. The route of a transportation company shall include all railroads or waterways in use by such company, whether owned by it or held under lease, Pooling and combinations are prohibited in strict and comprehensive terms no matter what form or character such schemes may assume. The bill appropriates sixty thousand dollars to start the commission in business. It seems to cover all the ground so far as the regulation of the railroads is concerned. That its passage would be an excellent thing for navigation interests there seems to be no doubt.

THE MARINE HOSPITAL TAX.

Changes have been so rapid during the past quarter of a century that every now and then the present generation is called upon to wonder at the institutions with whicl it is surrounded. For this reason our younger sailors cannot account for the tax that is levied upon them for the support of a marine hospital; in fact, they can find no ground for the existence of a marine hospital that depends for support upon dues levied upon them by the Government. They live in an age when this sort of paternal care is irreconcilable with their ideas of freedom. If the Government takes care of a sailor the sailor ought certainly to recompense it for that care, but what right has the Government to assume control of the sailors as a class, and then levy a tax on them to defray the expense? This is a question which our young sailors cannot answer. They profess to be men, and to be fully as capable of taking care of themselves as other men. If they get sick they prefer to select their own hospital or go to their own homes if they choose, and pay their own way by their own manly providence and forethought. If there is a distinctive trait of our Government it is that it permits its citizens to enjoy this freedom. Granting this right, why should sailors be selected as a class upon which to levy a tax of this kind—as a class that must pay its doctor bills before it gets sick? We have heretofore assumed that inasmuch as the Government has interested itself in the sailors so far as to establish hospitals and call them "marine hospitals," it should give the full measure of its care by relieving the sailors of the taxation considered necessary for the support of the hospitals, except in instances where the sailor is able to pay for the treatment in case he elects to go into the hospital pointed out to him, the same as any other citizen would do, thus relieving him of the tax for his own benefit until he actually requires that benefit. He is not a pauper or tramp to be supported by the Government. There may be a few sailors who require aid, but to rank the whole class as depentent is an injustice which they as a body would be morally sure to resent. These isolated cases the counties and corporations most assuredly should take care of, as they do of other unfortunates but the sailors as a class should not be taxed to support them. The only reason then, for this tax, must be sought in some peculiar interest which the general Government has in our sailors, and we must confess that we cannot discover any such interest. The marine hospitals were built many years ago, when our country was more or less imbued with the maritime idiosyncracies of England. For nearly as many centuries as we number decades that country has taken great pride and a fatherly interest in its sailors. It was no more than her duty. She impressed seamen into service, employed all means to keep them and did no more than was right in taking care of them after they were worn out. Her ideas dominated intelligence as her ships did the seas, and it was quite natural that our young country should have become permeated with England's "poor Jack" notions in its younger days. And this is what built the marine hospitals for "poor Jack" when he becomes sick or disabled. But we have no tars of this description now. Steam, which has so nearly superseded sail, changed the nature of the sailor. If there are left any American sailors of the old school there is no longer any reason why the Government should not support them, although this is exactly what its paternal measure does not do, as they, being worn out and indigent, are excluded from the hospital tax, and therefore from the marine hospitals. It was but a half-hearted interest that, having built the hospitals, demanded pay for hospitality. Doubtless the Government was too poor then, but it is not now. Let the hospitals stand for the free use of indigent sailors, now that they are in existence; but do not require sailors to take care of their own poor, a duty which does not properly devolve upon them, and from which they should be as exempt as any other class of workmen. When sailors are sick they should pay for their treatment like other people, and when they are not able to pay the corporation should take care of them.

DEATH OF JOHN C. SMITH

It was with sincere regret that we received the New York Maritime Register last week in morning over the death of its founder and chief; managing editor John Courier Smith, which took place on the 27th of March, at the age of 61 years, he having been born on the 4th of October, 1822. In early life Mr. Smith was connected with the Courier and Enquirer in an editorial capacity, and subsequently became marine editor of the New York World. Mr. Smith, while in charge of the marine news columns of the World conceived the idea of establishing a bureau for the dissemination of ship news, and became the moving spirit in the founding and management of the old Merchants, Exchange and News Room, which was afterward merged into the present New York Maritime Exchange in 1873, of which institution he became superintendent, which position he held up to the time of his death. Mr. Smith's ability in bringing together ship news from all parts of the world, the distinguishing feature of the journal which he so ably conducted together, with his industry and manliness of character conduced very materially to the present prosperous condition of the journal and his death will make vacant a place in marine journalism that will not readily be filled. In token of the respect in which Mr. Smith was held the Maritime Exchange adopted resolutions and attended the funeral in a body.

THE PETER SMITH.

The opening of navigation at the port o Cleveland has been attended with a boiler explosion horror on the tug Peter Smith, causing the loss of three lives Captain George Smith, John Perew and J. Rencour, and more or less injuring Captains Hobson and Dwyer and the Sullivan brothers, although the injured men are about as usual. On Saturday evening the tug left port for Toledo with two lighters in tow. The regular crew was composed of Captain John Hobson; the engineer, John Perew, and fireman James Rencour. In addition to these there were four men on board, volunteers for passage to Toledo.

After leaving this port, the Peter Smith met with nothing out of the way of ordinary events until after Vermillion had been passed. It was then about sunrise, and only one lighter was found to be attached to the towline. The tug put about, ran back six miles, recovered the lighter, and was opposite Vermillion again on her way to Toledo, when the explosion took place. Captain Thomas Dwyer, Dennis Svllivan, and John Perew, the engineer, were asleep on the lockers in the engine room, the former before the engine, and the two latter, side by side, aft of the machinery. John Sullivan, after putting a few shovelfuls of coal in the boiler furnace, climbed out of the fire hold, and walked to the rear of the cabin. Rancour was on watch at the engine. Captain Hobson being obliged to leave the wheel for a minute, gave it into the charge of Captain Smith. The last seen of the latter, he was sitting on the pilot house locker, smoking. Captain Hobson walked aft and, meeting John Sullivan, asked him if he had slept well during his watch off. Before Sullivan could answer they felt a dull, heavy concussion, and both were blown over the stern. Sullivan was struck at the base of the back, with a piece of cabin and hurled fifteen feet into the lake. Hobson, however, was only puhsed on by the force of the for as his feet touched the rail at the stern, he sprang as far out into the water as he could. Captain Dwyer knew nothing of the explosion until he found himself floundering in the lake twenty feet astern of the tug. He felt the force of the explosion, and was barely concious of a terrible flight through the air before he struck the water. The escape of Dennis Sullivan was marvelous. When the boiler exploded he was asleep beside Perew. He, too felt the concussion, and knew he was being hurled through space. He landed in the lake ten feet ahead of the tug entirely unharmed. Perew was not seen again. When these four men had recovered from the shock, and arisen to the surface, nothing was to be seen of their three comrades, and all that remained to tell where the tug floated a minute before, was a few splinters of boards. They were all good swimmers. Hobson and John Sullivan fought through the icy water to the largest piece of board they could find, and floated on that towards the nearest lighter, one hundred feet distant. As they neared it the plank began to sink, and Hobson was nearly drowned by being drawn under the flat bottom of the craft. He struggled out and was drawn on the lighter by Dwyer.

The investigation into the cause of the explosion was begun yesterday by Major Eggleston before inspectors B. A. Stanard and Thomas Fitzpatrick. Although the investigation has not been concluded up to the time of going to press, it has solved the fact that the assistant engineer, Mr. Rancour, who was killed, had no license to act as engineer. In fact license has been refused him two successive seasons. Captain Hobson can in no wise be held accountable for this fact as it did not devolve on him to employ the engineers.

CAPTAIN KIRTLAND'S COMPASS TEST.

Captain Chas. E. Kirtland, the well-known Milwaukee wrecking-master, has invented an instrument for the purpose of testing the marine compass. The invention has been tried on the propeller City of Ludington and has proved what the inventor claimed for it, viz., that it would show the exact varation of every compass. All experienced navigators well understand the variation of the compass on vessels especially steam craft, caused by local attractions. Very few vessels on the lakes steer a true chart course according to their compass, as the local attraction often changes the needle to an uncertain degree, and thus it is that so many disasters occur, especially in foggy weather occasioning loss of life and destruction of much valuable property. Only last season the steamship H. J. Jewett went ashore on Lake Huron causing great loss. The disaster was found to have been caused by a variation in her compass.

As stated above, the variation of a compass is uncertain, and the invention of Captain Kirtland is to show the exact variation, no matter how much the needle is affected by the magnetism of the ship. His instrument, the base of which is a round iron plate, is set on a line fore-and-aft on the deck with the "lubber mark" forward. Over the iron plate is a compass card attached to a standard several feet in length, at the top of which is a slight-bar about two feet in length with a sight on each end. The bar is so attached as to be paralled with a line from the north to the south points of the compass card below.

The north star is what the test depends on, and, consequently, the test can only be made at night time. On a clear night the north star can be easily found. The sight-bar parallel with the north and south line of the compass card on the test, when brought to bear on the north star, so that it can be seen through the sights, will show the exact course of the vessel, and the point on the compass card to the "lubber mark" at the base of the test, must be the true course, and thus the vessel's compass, compared with the test, will show the exact varation.

[*Concluded from 1st page.*]

Charters: Schooner A. J. Rogers takes wheat to Ogdensbnrg at 6½c; schooner I. N. Foster, wheat to Cleveland at 1½c.

Captain Moses W. Umphrey, an honored marine master of Ashtabula, is taking up his residence in far west Kansas.

J. W. H.

WINDSOR.

Special to the Marine Record.

The schooner Benediet, Captain Maloett, is getting extensive repairs, comprising new deck and deck frames, stanchions, rail, covering board, cants and ceiling aft to bring her up to standard for grain carrying.

SARNIA.

Special to the Marine Record.

Perry & Dyble, shipbuilders, have given the tug Kitty Haight, of the Moffat line, Port Huron, a thorough overhaul and rebuild. They are doing some repairs on the steamships United Empire, Ontario and Myles and have done considerable work on the propellers Hiawatha and J. C. Clark. They are putting new timber ports into the steambarge Tecumseh, and wood work around a pair of hoisting engines, which have been placed in her hold to facilitate

loading and unloading heavy timbers.

G. W. Pontine, shipbuilder, has given the barge Victor some general repairs amounting to $700, and the schooner Wanderer a new centerboard box. He will also give the schooner W. R. Taylor some repairs and the schooner Fanny Campbell a new rail and general repairs.

The schooner Pandora, Captain B. H. Cooper, has got a new rail, new stanchions, bulwarks and a general overhauling and calking. She will go to Toledo shortly and load coal for Sarnia.

The Northwestern Transportation Company's steamships will be commanded as follows: United Empire, Captain E. Robertson; Quebec, Captain J. B. Symes; Ontario, Captain H. Zealand.

BUFFALO.

Captain A. W. Reed, who commanded the racehorse steamship H. J. Jewett, of the Union Steamboat Company last season, got her ashore in the fall, it will be remembered. The company professed at the time to believe that the compass was the cause of the disaster, but they now indicate their true belief. They offer Captain Reed the command of the propeller B: W. Blanchard, knowing that he will not accept, and he goes out of their employ. The command of the Jewett is given to Captain Walter Robinson. The trouble with the Jewett is that her commander is always instructed to make fast time. Captain Reed is a good man, and he has already been gived the command of the new steamship George T. Hope. Captain John McLoch, who was in the Hope last season, gets another steamer.

Captain Pope, also a crack steamboat master, met with trouble last fall. He was in command of the steamship Mercur, of the Lehigh Line, and she stranded. Captain F. D. Root will command the Mercur this season. Whether Captain Pope has a command yet for this season in not known.

Vessel owners and Buffalo shippers are unable to agree on the rate for coal cargoes at the opening. The former are asking 75 cents per ton to Chicago, and the shippers are offering but 50 cents. There are no indications of a compromise.

Messrs. Hingston & Woods will begin work on the Tifft farm with their full force of four dredges to-day.

Captain Robert Greenhalgh of Cleveland was in the city this week.

The schooner J. H. Mead has sailed from Milwaukee to Sheboygan for a cargo of wheat to Buffalo at 4½ cents.

Captain Amasa Stowell, master of the schooner George M. Case last season, has been appointed Government Hull Inspector for the Oswego district.

Captain Peter Wex, owner of the wrecked propeller Potomac, which has been laid up at Chicago since last summer, has gone to begin repairs on her.

Charlotte appears to be the most active port on the lakes so far. The schooner Ross has discharged 18,000 bushels of wheat and the steamer Van Allen 20,000 bushels.

Captain Lorenzo Dimmick gave bail in the insurance cases in $80,000.

Following is a list of vessel transfers recently recorded at the Custom House: Schooner Ataunto, Henry O'Brien to Robert Drury and Lena Laury, one-half, $3,000; Pelican, Winslow to Pat Donahue, one eighth, $3,125; F. B. Gardner, the Halsted estate to Connelly Bros., $9,000; Champion, Watson to John Mulline, one-sixth, $4,000; Thomas P. Sheldon, Fish estate to Kelderhouse, one-half, $8,000; propellers Cuba, Cornelia Hamilton to Donaldson et al., nine-tenths, $76,500; City of Rome, Winslow to Smith & Davis, twenty four forty-fifths, at the rate of $102,500; barge Cohen, Connelly Bros. to Bridget Collins, whole, $3,000.

Captain D. P. Dobbins, superintendent of the ninth life saving district, left on the 7th for the purpose of opening up all the stations in this district. N. Mayo Dwyer, commander of the tenth lighthouse district, states that all the lights on Lake Erie, west of Conneaut, are in operation. Lights in this immediate vicinity will not be worked until the ice disappears.

Masters in the Leigh line this season will be as follows: Steamship Clyde, Captain Edmund Congdon; Oceanica, Captain William Dickinson; Tacoma, Captain F. N. LaSalle; Fred Mercur, Captain F. D. Root; Harry E. Packer, Captain J. A. Beckwith; R. A. Packer, Captain Louis Bogart.

CHICAGO.

The insurance on the schooner George C. Finney has at last been paid.

The lighthouse supply steamer Haze commenced to place the buoys in the lower lakes on Wednesday. The steamer Dahlia, which will be employed in the same work on the upper lakes, will not start out before May 1st.

The propeller Remora has received all new upper works, new stringers under promenade deck, and has a new engine frame. Her carpets and cabin furniture are entirely new. She will probably be running on her course between Au Sable and Alpena the latter part of the week.

As already announced, there is a movement on foot to induce the general government to buy the Sturgeon Bay canal and assume charge of it. As long as this canal remains under the control of a private company of course tolls will be charged all craft passing through. The argument for the transfer is that the canal should be free; that it is a most important short cut from Lake Michigan into Green Bay, and that tolls should not be charged craft using it; that it is a public highway, although opened up by private citizens, and that government regulations should be in force and government officers should be in charge.

The steambarge Buckeye has been chartered for two cargoes of lumber from Muskegon to Chicago.

Captain George Warner, of Cleveland, has bought the tug Thomas H. Quayle, paying $11,000.

Moffatt & Cornwell have traded the steamship Tecumseh, at the rate of $35,000, to McArthur Brothers, and taken the tug Porter in exchange at $10,000.

Captain Louis Olson, formerly in the Maine, will command the Norman this season.

There will be a considerable quantity of grain to be shipped from Port Arthur east this season.

The Muskegon lumber fleet is arriving, the schooner David Macy in the van.

The feeling among sail vessel owners in the lumber trade is that rates should open about as follows: Muskegon to Chicago. $1.50; Grand Haven to Chicago, $1,50; Manistee to Chicago, $1.75; Ludington to Chicago, $1.62½.

While the steambarge C. H. Starke was crossing the lake during the heavy storm of Tuesday night Thomas McGrath, second steward, was lost overboard and drowned. He was 20 years of age.

The steamship Lehigh goes into drydock at Miller Brothers' shipyard.

The tug G. W. Gardner is leaking and will go into drydock at Miller Brothers'.

On her cargo of wheat from Sheboygan to Buffalo the schooner J. H. Mead gets 4½c.

The schooners Annie Dall and Maggie Dall came in from Grand Haven with cargoes of slabs.

The steamer Nellie Torrent arrived from Manistee with a cargo, and is at the lumber market. Manistee is open.

Lake freights are quiet, with no demand for room, and rates nominal at 4 cents for corn and 4½ cents for wheat to Buffalo.

Captain Hart, of the schooner Michigan; Captain James Pelton, of the schooner Melvin S. Bacon, and Captain John Perew of the steamship John C. Lyon, have arrived in Chicago to see to the fitting out of their fine craft.

FRANKFORT.

The tug recently launched has been named. Sharley Butler in honor of the grand daughter of our Deputy Collector of customs. She is a fine craft and will run in connection with the tug Jay as ferry on Betsy Lake, the basin forming our harbor.

Captain Matthews and crew will open Point Betsy life saving station about the 10th. Captain Matthews is a good keeper and has a splendid record, especially in saving the crew of the wrecked schooner J. H. Hartzell, in 1881.

Lake Michigan is rapidly clearing of ice. Steamers that arrive here report seeing but very little.

The tug Ross has been near the South Manitou Island and reports the passage between the main land full of drift ice. The foot of the lake is full of large ice fields, and owing to the cold weather does not waste very fast. Do not think the straits will pass a craft until May 4th. C. B.

MILWAUKEE.

Work on the wrecked schooner Lillie E., now in Wolf & Davidson's drydock, was stopped because of a misunderstanding about the payment of the costs of the repairs. The Lillie E. was wrecked at Manistee and abandoned by the owners to the underwriters. The "big four" companies holding an insurance of $7,000 released her but she sunk again in the harbor of Manistee. This spring Captain Gunning was empowered by the companies to raise her. Then Captain Engelman, the owner, put a crew aboard and sent her to this port. The question is, did the owners forfeit their abandonment by taking possession again. The drydock people refuse to be delayed, and will either box her up and float her out or continue work and sue for costs.

The wrecked steambarge Potomac, which has been here since last summer, is to be overhauled and got in readiness by the opening of navigation.

The steambarge Jim Sheriffs has been chartered by the Menominee Mining Company, at Milwaukee, for a number of trips, which will take her until about October 1. She will take ore from Escanaba to Lake Erie ports west of Buffalo. The freight is $1.10 per ton, with privilege of return cargoes. The following named vessels have been chartered by the Menominee Mining Company to carry ore from Escanaba to Lake Erie ports: Steambarge Jarvis Lord, Chauncy Hurlbut, Jim Sheriffs, Columbia and Comrade; schooners F. W. Gifford and Sweetheart. Capacity has been taken for 150,000 tons and the rate is $1.10. Some will make special trips and others are chartered for the season.

The owners of the barge Butts are to bring suit against the Thames & Mersey, Boston Marine, Mechanics & Traders, and Continental companies to recover the repair bill on the barge Butts. The insurance companies complain that additional repairs were made than those called for in the survey.

MARSYVILLE.

Special to the Marine Record.

April 7.—Captain F. A. Ellery commenced to load the propeller J. E. Mills to day for Cleveland with lumber for M. Mills & Co.'s yard he leaves Wednesday night of this week, ice permitting.

The propeller Point Abino is going to bring from Stag Island two loads of gravel before she loads for Cleveland.

N. and B. Mills are putting up on their dock a large derrick for loading timber. It will pay them will for they have very much timber to load on their boats. Captain Phil Ellery who sails the schooner Mineral State leaves next Monday to fit her out. She is laid up at Detroit, loaded with grain for Buffalo.

OSWEGO.

The steambarge Van Allen and the schooner Two Brothers arrived from Port Hope with barley.

The ice in the Bay of Quinte is reported very rotten, but the cold weather of the past ten days has retarded its breaking up, and there is now little or no prospect of its doing so for some days to come. A letter received here Saturday from E. W. Rathbun of Deseronto, states that there is not much probability of the bay being open within ten days yet.

Saturday evening about eight o'clock a schooner was sighted off the harbor and it proved to be the Marcia Hall from Oakville, under command of Captain S. McRae. The schooner brings 4,501 bushels of barley for Smith, Murdock & Co.

The schooner Belle Mitchell is in shape for the summer.

A new dock has been built by J. J. Delaney at Grindstone Island.

PORT COLBORNE.

The lake is all clear off this harbor. The canal is expected to be open about the 28th of April. It is the intention to arrange to keep twelve feet of water at all times over the aqueduct during the season of navigation, and lighterage rates over the Welland railway are to be the same as last season.

SANDUSKY.

Special to the Marine Record.

The steamer Alaska will begin making regular trips between this city and Detroit on Thursday.

The steamer Cooke left here on the 6th for the Islands, her first trip this season.

Messrs. Wehrle Bros. & Schmidt, the coal shippers, sent the first cargo of coal out of this port last Saturday. The steambarge Solon Johnson cleared for Marine City with 250 tons of coal, loaded by this firm.

The steamer Eagle arrived at this port on the 6th from Put-in-Bay, having in tow the barge Iosco, recently sold by V. Doller & Co., of Put-in-Bay, to Saginaw parties. The barge will undergo repairs at Monk's shipyard and will then leave for the lumber regions.

The steamer Philip Walter left here for Toledo with stone.

The schooner Page is fitting out, and will leave next week with coal for Milwaukee.

Contracts for shipping 200,000 tons of coal from this port have already been made by the Baltimore & Ohio Railroad Company.

PORT HURON.

Special to the Marine Record.

The steamer Pick Up, Captain Wm. Davis, engineer, G. L Boynton, is running between this port and Algonac, calling at the different landings on the way up and down. Passengers and freight get excellent attention.

The steamer O. D. Conger, Captain Wm. Curtis, engineer, Geo. Millen, is running on the route from Port Huron to Algonac, and other places between, taking the place of the Mary, which will soon resume running on that route.

A new tug recently built at Marine City, owned by G. L. Caldwell, of Harrisville, Mich., and in charge of Captain Stomler, was towed from Algonac by the tug G. Hand to this port to receive her new boiler, which has been built by Love & Schofield. Captain Stomler will take her to Sauble, Lake Huron, to go towing as soon as she is completed.

The propeller City of Concord, Captain F. Hebner, has had some repairs to her boiler and a new smokestack, and her deck calked. She went to the elevator on Monday to take on a load.

The fine steamer Idlewild, of the Star Line, has been put in first-class condition and will commence running between this port and Detroit as soon as the ice permits. Captain D. McLachlan is in command; M. E. Smith, mate; W. Huff, chief engineer; Geo. Lawrence, assistant engineer; E. L. Lawson, steward; E. A. Parsons, clerk. With this really excellent boat and able and genial commander and officers excursionists may look forward to a very good round of enjoyment during the coming summer.

Captain E. Fitzgerald, shipbuilder, has put a new mainmast into the schooner L. L. Lamb and taken out and altered her foremast. The schooner Wm. Young had her two masts taken out and three new ones supplied in place of the two. The steambarge Baldwin received a new mast and the schooner Green Bay will have a new foremast.

Captain Fitzgerald has sold the sight of his shipyard to the Port Huron Elevator Company, who will build an elevator thereon.

Captain F. Hebner and W. F. Botsford purchased a one-half interest in the schooner F. J. Dunford from T. Dunford and Captain F. Downer.

The schooner A. J. Rogers, Captain A. C. Reimers, is fitted out ready to start for Detroit, where she will load wheat for Ogdensburg at 6½c per bushel.

Heavy ice is moving down St. Clair river this (Tuesday) morning. Cold winds have been prevalent and the ground is covered with snow.

The barge Old Concord, Captain Frank Holland has been getting new decks, some new deck beams, new hatch combings, and fitted up in good shape.

The steamer Mary arrived here on Monday on her first trip up. She struck a heavy piece of ice soon after leaving Marine City, which tore some of the iron off her stern and did considerable damage thereto, which will necessitate her being placed in the Wolverine drydock. The Mary has a new steel boiler 7½ feet diameter and twelve feet long, which stood a pressure of 195 pounds to the square inch, and the inspector allows her a working pressure of 129 pounds. This handsome steamer will now be able to almost fly. Captain J. P. Hodges is in command; Arthur Little, mate, and George Merrill, engineer.

The lighthouse steamer Haze begins setting buoys in the lower part of Lake Erie on Wednesday next.

It is thought that vessel owners and underwriters will soon come to terms.

LAKE HURON.

ITS EARLY HISTORY—FRENCH VOYAGEURS—THE SAGINAW RIVER—FUR TRADERS

Special Correspondence Marine Record.

DETROIT, April 7.

Early statisticians have had less to say of a historic character of Lake Huron than any other of the five great lakes save that it was a passage way to and from points westward or eastward. As early, however, as 1610 it was visited by French explorers, and in 1632 it was penetrated by Father Sagard coasting in birch bark canoes. At this early period the country westward of Quebec was known as New France. In 1634 Jean Nicollet, the first white man who set foot on Mackinac island, with a few Hurons and French, voyagers passed through this region en route to Green Bay for the purpose of making a treaty with the Indians. The Straits at that time was the pass for all the tribes from the South. In 1670 Father Marquette and Joliet passed through the Straits of Mackinaw on their way to the Mississippi, and in 1686, according to early records, it bore the appellation of "La Pass Toronto," or the "Pass by Toronto," or Bay of Toronto. In due course of time, when, after the country passed from the hands of the French, the name Toronto drifted eastward until it reached the confines of Lake Ontario, where it was definitely settled, and where it now is and has been ever since taking its route via Lake Simcoe. The lower strata of Lake Huron and the terminus thereof, now known as Fort Gratiot, was, at the above period, known as Fort St. Joseph. As is pretty generally known, no sail craft ever passed through this lake prior to the Griffon, in August, 1679, when the missionaries had in view the conversion of the heathen and civilizing of the Indians; the "almighty dollar" was not lost sight of in the speculation of furs. In 1760 this whole region of country was lost to the French, when it fell into the hands of Great Britain. In 1780 a fort was constructed on the island by the British, in order to prevent a repetition of the slaughter which had befallen their adversaries, the French. The United States came into possession of the island in 1793, but in the war of 1812 it was surprised and again fell into the hands of the British until the declaration of peace in 1815, when it was returned to the jurisdiction of Uncle Sam. It became a port of entry as early as 1818, at which time William Henry Purthuff was established in the commission and storage business. Prior to this time frequent voyages by vessels were made here from Detroit in the freighting of supplies with the return of furs. In September, 1818, Adam D. Stewart was appointed the first collector of that port by President Monroe. There was no other port of entry bordering on Lake Huron, with the exception of Goderich, on the Canadian coast, and for many years subsequently. The western or American coast of Lake Huron was a barren wilderness, and Saginaw (Sagana) was comparatively unknown and unheard of until well nigh 1840. With the marines of that date Saginaw Bay was the terror of Lake Huron, and when crossed a great relief was felt. Penetanguishene, in Canadian waters, was the chief point beyond Goderich visited by Canadian vessels, with an occasional voyage up the Sault river for the purpose of traffic in furs and supplies. The steamboat Walk-in-the-Water made her first voyage to Mackinaw in July, 1820, and the Superior to the Sault St. Marie in July, 1822. The former was commanded by Captain J. Rogers, the latter by Captain W. T. Pease. Trading between Detroit and Goderich at that period were the schooner Nation's Guest, Captain Boss; schooner S. B. Oliver Newberry, Captain Arthur Edwards, in 1834, occasional trips; schooner Adelaide, Captain McCormick, in 1836; Catharine, Captain Dunlap, and Mary Jane, Captain Hay. To Mackinaw the schooner Austerlitz, Captain Augustus McKinstry; in 1834, schooner Julieete, Crptain John Shook; Oregon, Captain Brooks; schooner John Grant, Captain Rogers; schooner Indiana, Captain Whitaker; steamboat Michigan, Captain W. T. Pease, and other craft, each making occasional voyages.

In 1836 the following vessels were trafficing on Lake Huron to Mackinaw, the Sault and other points: schooner Elizabeth Ward, Captain Robert McKniff; schooner Rochester, Captain Lindsay; schooner Nancy Dousman, Captain Sutliff; schooner Napoleon, Captain John Stewart, and schooner Wave, Captain Robinson.

The Saginaw river began to be visited as early as 1834, but the voyages were but few and far apart. In 1836 the schooner Mary Elizabeth, Captain Penrose, made several voyages, and the steamer Gov. Marcy, commanded by Captain O. D. Simons, was plying between Buffalo and that locality, which was about the commencement of steam communication to that place. Vessels, however, visited the "Sagana" river in 1833 and the following were advertised to trade there from Detroit: Schooner Utica, Captain Fearson; Nation's Guest, Captain Case; schooner Morning Star, Captain R. McKniff. The supplies taken there were whisky, flour and salt. The return freights were fish, furs, sugar, peltries and potatoes. John Jacob Astor started the fur trading business at Mackinaw, but subsequently sold out to Ramsey Crooks in 1834, after which period the traffic gradually declined.

Such is a brief sketch of Lake Huron, a basin of water 300 miles long; greatest breadth, 60 miles; mean depth, 600 feet; elevation 274 feet; area, 20,000 square miles, and I opine there is but little more to associate with it. The loss of life and property on that lake within comparatively a few years has been terrible to contemplate, notwithstanding there are plenty of good harbors and leas, as well as lighthouses and beacons. Although the record of all that has occurred is at hand, I have not the space at present to devote to so harrowing a tale. On the American shore of Lake Huron there are twenty-three lighthouses and beacons. On the Canadian coast twenty-seven lighthouses and beacons are located at convenient distances, yet on either coast artificial harbors are by far too deficient, and shipwrecks will continue until in due course of time the needed protection is provided for those "who go down to the sea in ships."

J. W. H.

CUYAHOGA WORKS,

Established in 1834.

MANUFACTURERS OF ALL KINDS OF

MARINE ENGINES

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HEAVY MACHINERY.

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FOR SALE,

New Iron Tug.

Dimensions 78 feet long, 17 feet beam, 11 feet deep; draft, 9 1-2 feet; engine, 20x20, new steel boiler 7 feet in diameter, 13 feet long, allowed 112 pounds steam. Three iron breast hooks forward, collision bulkhead forward, water tight bulkhead forward of boiler; iron coal bunkers, water tight bulkhead aft at shaft-gland, with water tight iron deck forming the floor of after cabin. Iron decks, bulwarks and deck houses; iron tow posts aft. Heavy angle iron frames, with reverse bars on alternate frames; ⅜ plate, steel floor plates; boiler, engine and bearing foundation of iron. For sale cheap when machinery can be completed by

GLOBE SHIPBUILDING CO.

I CURE FITS!

When I say cure I do not mean merely to stop them for a time and then have them return again, I mean a radical cure. I have made the disease of FITS, EPILEPSY or FALLING SICKNESS a life-long study. I warrant my remedy to cure the worst cases. Because others have failed is no reason for not now receiving a cure. Send at once for a treatise and a Free Bottle of my infallible remedy. Give Express and Post Office. It costs you nothing for a trial, and I will cure you. Address Dr. H. G. ROOT, 183 Pearl St., New York.

DISEASE CURED

Without Medicine.

A Valuable Discovery for supplying Magnetism to the Human System. Electricity and Magnetism utilized as never before for Healing the Sick.

THE MAGNETON APPIANCE CO.'S

Magnetic Kidney Belt

FOR MEN IS

WARRANTED TO CURE OR MONEY REFUNDED, the following diseases without medicine:—PAIN IN THE BACK, HIPS, HEAD OR LIMBS, NERVOUS DEBILITY, LUMBAGO, GENERAL DEBILITY, RHEUMATISM, PARALYSIS, NEURALGIA, SCIATICA, DISEASES OF THE KIDNEYS, SPINAL DISEASES, TORPID LIVER, **Gout, Seminal Emissions, Impotency, Asthma, Heart Disease, Dyspepsia, Constipation; Erysipelas, Indigestion, Hernia or Rupture, Catarrh, Piles, Epilepsy, Dumb Ague, etc.**

When any debility of the **GENERATIVE ORGANS** occurs, **Lost Vitality, Lack of Nerve Force** and **Vigor, Wasting Weakness,** and all those **Diseases** of a personal nature, from whatever cause, the continuous stream of **Magnetism** permeating through the parts, must restore them to a healthy action. There is no mistake about this appliance.

TO THE LADIES:—If you are afflicted with Lame Back, Weakness of the Spine, Falling of the Womb, Leucorrhœa, Chronic Inflammation and Ulceration of the Womb, Incidental Hemorrhage or Flooding, Painful, Suppressed and Irregular Menstruation, Barrenness, and Change of Life, this is the Best Appliance and Curative Agent known.

For all forms of **Female Difficulties** it is unsurpassed by anything before invented, both as a curative agent and as a source of power and vitalization.

Price of either Belt with Magnetic Insoles, $10, sent by express C. O. D., and examination allowed, or by mail on receipt of price. In ordering send measure of waist, and size of shoe. Remittance can be made in currency, sent in letter at our risk.

The Magneton Garments are adapted to all ages, are worn over the under clothing, **not next to the body like the many Galvanic and Electric Humbugs advertised so extensively,** and should be taken off at night. They hold their POWER FOREVER, and are worn at all seasons of the year.

Send stamp for the "New Departure in Medical treatment **Without Medicine,**" with thousands of testimonials.

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NOTE.—Send one dollar in postage stamps or currency, in letter at our risk, with size of shoe usually worn, and try our Magnetic Insoles, and be convinced of the power residing in our other Magnetic Appliances. Positively no cold feet when they are worn, or money refunded.

Boat washing and general laundry in a few hours. CLEVELAND STEAM LAUNDRY, 33 St. Clair Street. Telephone 118.

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TRAVELERS' REGISTER.

LAKE SHORE & MICHIGAN SOUTHERN.

Commencing Sunday, November 18, at 12 o'clock noon the time given in the figures below is the new standard (Ninetieth meridian) time, which is thirty-three minutes slower than Cleveland time proper and twenty-eight minutes slower than the time heretofore in use (Columbus time) by these roads.

Eastward.	Arrive.	Depart.
Fast New York Express	*1 07 A M	*1 22 A M
N Y, B & A Express	*6 37 A M	*7 02 A M
Elyria Accommodation	†8 07 A M	
Port Clinton Accommodation	†10 37 A M	
Buffalo Accommodation	†10 37 A M	†10 52 A M
N Y & B Fast Express	*1 57 P M	*2 27 P M
Cin. & St. Louis Express		*3 37 P M
Conneaut Accommodation		4 22 A M
Nottingham [Sunday only]	9 44 P M	
Night Express	†9 42 P M	†10 07 P M

Westward.	Arrive.	Depart.
Fast Limited Express	*11 55 A M	*12 05 A M
Mich Express via Sandusky	*2 22 A M	*2 37 A M
Chicago Express via "	‡6 07 A M	6 32 A M
Mich Accom, Norwalk		†6 12 A M
Conneaut Accommodation	†8 12 A M	
Nottingham, [Sunday only]	4 17 P M	1 47 P M
Toledo Express via Norwalk	*12 52 P M	†3 02 P M
St Louis Ex via Sandusky	*1 02 P M	*1 25 P M
C P Ex via Norwalk	†6 02 P M	*6 32 P M
Port Clinton Accommodation		† 4 32 P M

Reference marks—* Daily, † daily, except Sunday, ‡ daily, except Monday.

BEE LINE

CLEVELAND, COLUMBUS, CINCINNATI & INDIANAPOLIS.

Commencing Sunday, November 18th, trains of the Bee Line—Cleveland, Columbus, Cincinnati & Indianapolis Railway—will leave and arrive at Cleveland as follows, CENTRAL STANDARD TIME, 33 minutes slower than Cleveland time:

	Depart
No. 1, Cincinnati & Columbus Express	*7:30 A M
No. 11, Indianapolis & Wheeling Express	6:40 A M
No. 17, Special Columbus & Cincinnati Ex.	1:20 P M
No. 3, Special Ind & St. Louis Express	*1:40 P M
No. 5, Col. Cin., Ind. & St. Louis Express	*6:40 P M
No. 7, Gallion & C.L & W. Acc	4:30 P M
	Arrive.
No. 2, Col. & Cin. & Ind. Express	*6:40 A M
No. 8, Gallion & C. L & W. Acc	9:10 A M
No 12, St. Louis & Indianapolis Express	*2:50 P M
No. 6, Col. Cin. & Indianapolis Express	9:55 P M
No. 4, Columbus & Cincinnati Express	*3:20 P M
No. 10, Wheeling Express	6:45 P M
No. 14, Col., Cin & N. Y. Fast Line	1:10 A M

Trains marked * daily, all other trains daily except Sunday

☞ Tickets by this popular route for sale at all regular Ticket Offices.

E. B. THOMAS, General Manager. O. B. SKINNER, Traffic Manager.

A. J. SMITH, General Passenger Agent.

CLEVELAND, OHIO.

New York, Pennsylvania & Ohio R. R.

NEW YORK, BOSTON AND THE EAST.

The Shortest and Quickest Route to Pittsburg, Washington and Baltimore and the Southeast.

Central or Ninetieth Meridian time. 33 minutes slower than Cleveland city time.

Until further notice trains will leave from the new Central Depot, South Water street and Viaduct as follows:

6.50 a. m. ATLANTIC EXPRESS—(Daily) Pullman sleeping and hotel coaches from Leavittsburgh 8:35 a. m. to New York, Albany and Boston without change. Arrive at Meadville at 10:40 a. m. (dinner) Franklin at 12:08 p. m, Oil City 12:30 p. m, Corry 12.35 p. m, Jamestown (Lake Chautauqua) 1.35 p. m, Buffalo 5:50 p. m. Rochester 8:20 p. m.; Hornellsville 6:00 p m. [supper]; Corning 7:25 p. m. Elmira 8:05 p m. Binghanton 10:05 p. m., Albany 5:00 a. m. Boston 1:45 p. m.; arriving at New York 6:15 a.m.

2:20 p. m. LIMITED EXPRESS—Through Pullman sleeping coach from Cleveland to New York. Arrives at Meadville at 6:30 p. m, Jamestown 8:47 p. m., Salamanca 9:45 p. m., New York 10:10 a. m.

11:00 p. m. NIGHT EXPRESS—(Daily except Sunday) Sleeping coach from Cleveland Hornellsville. Arrive at Youngstown at 1:50 a. m., Meadville 3:25 a. m., Corry 4:59 a. m. Jamestown 5,57 a. m, Buffalo 9:20 a. m., Rochester 12:58 p. m., Hornellsville, 11:00 a m, Corning 12:07 p m, Elmira 12:40 p. m., Binghampton 2:19 p m., New York 9:10 p. m. Arrive at Pittsburgh 5:50 a m., without change.

2:20 p. m. PITTSBURGH EXPRESS — Daily — Through without change, Parlor car attached. Arrives at Youngstown 5:00 p m., Pittsburg 8:02 p. m., Washington 7:09 a. m, Baltimore 8:19 a. m.

4:11 p. m. MAHONING ACCOMMODATION — Stopping at all way stations, arriving at Youngstown 6:55 p. m., Sharon 8:01 p. m., Sharpesville 8:10 p. m.

6:50 a. m. PITTSBURGH EXPRESS — Daily — Through without change. Arrives at Youngstown 9.30 a. m., Sharon 10:30 a. m., Sharpesville 10:40 a. m., Pittsburgh 12 45 p m., Returning, leaves Pittsburgh at 4:15 a. m., 7:45 a. m., 12:55 p. m., and 3:45 p m.

10 35 a m. YOUNGSTOWN AND PITTSBURGH ACOMMODATION—Stopping at all Way stations, arriving at Youngstown 1:40 p. m., Pittsburgh, 5.45 p. m.

Trains arrive at Cleveland, 6:15 a. m., 6:30 p. m., 10.20 a. m; 1:05 p. m., and 9:45 p. m,

☞ This is the only route by which passengers can reach Corry Elmira, Binghampton, New York City and intermediate points without change. No change to Boston and New England Cities.

Baggage checked through to all points East

Through tickets and information regarding the route can be obtained at the office 131 Bank street, and at new Depot of N. Y., P & O R R., South Water street and Viaduct, Cleveland, O.

A. E. CLARK, Gen'l Pass'r Ag't Cleveland, O.
J. M FERRIS, Gen'l Man'gr, Cleveland, O.
M. L, FOUTS, Passenger Agt, 131 Bank St. Cleveland.

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NEW YORK, CHICAGO & ST. LOUIS RAILWAY.

The passenger equipment of this New Trunk Line is all new and is supplied with the latest appliances necessary to safe speedy and comfortable travel.

At Chicago, passenger trains arrive at and leave from the Union Depot, Van Buren street.

Following is the time in effect Nov. 18, 1888, and until further notice:

GOING EAST.

Lv. Chicago	7.45 a. m.		
Arr. Valparaiso	9.37 "		
" Fort Wayne.	1.00 p. m.		
" New Haven..	1.35 "		
" West Leipsic.	3.45 "		
" Arcadia	4.44 "		
" Fostoria	4.57 "		
" Green Springs	5.44 "		
" Bellevue	6.10 "		
Lv. Bellevue	6.20 "	7.55 a. m.	
Arr Cleveland	9.02 "	10.22 "	Accom.
Lv. Cleveland		10.27 "	3.52 p. m
Arr Painesville		11.33 "	5.05 "
" Ashtabula		12 25 p. m.	6.03
" Conneaut		1.05 "	6.32 "
" Erie		2.09 "	
" Dunkirk		3.47 "	
" Buffalo		5.20 "	

GOING WEST.

Lv Buffalo	9.50 a. m.		
Arr Dunkirk	11.24 "		
" Erie	1.23 p. m.		Leave
" Conneaut	2.20 "		6.15a. m.
" Ashtabula	2.51 "		6.46 "
" Painesville	3.44 "		7 43 "
" Cleveland	4.52 "		8.55 "
Lv Cleveland	4.57 "	6.47 a. m.	
Arr Bellevue	7.35 "	9.10 "	
Lv Bellevue		9.20 "	
" Green Springs.		9.44 "	
" Fostoria		10.22 "	
" Arcadia		10 34 "	
" West Leipsic		11.30 "	
" New Haven		1 35 p. m.	
" Fort Wayne		1.50 "	
" Valparaiso		5.55 "	
" Chicago		7.50 "	

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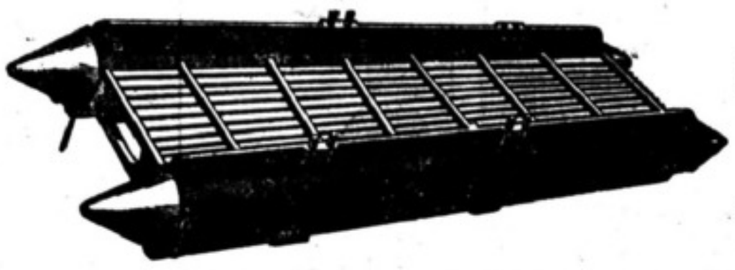

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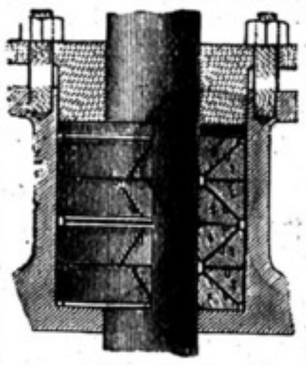

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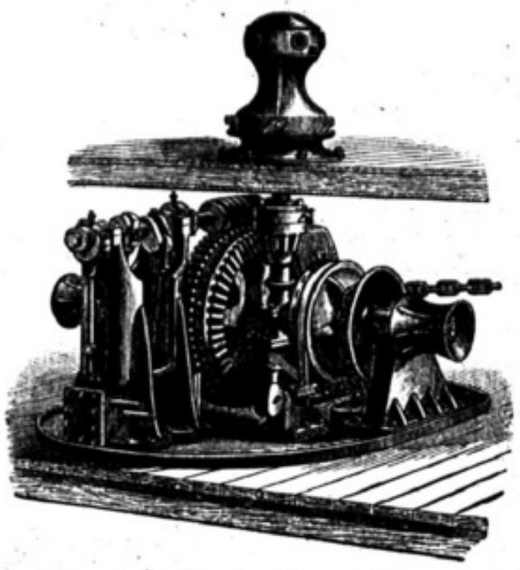

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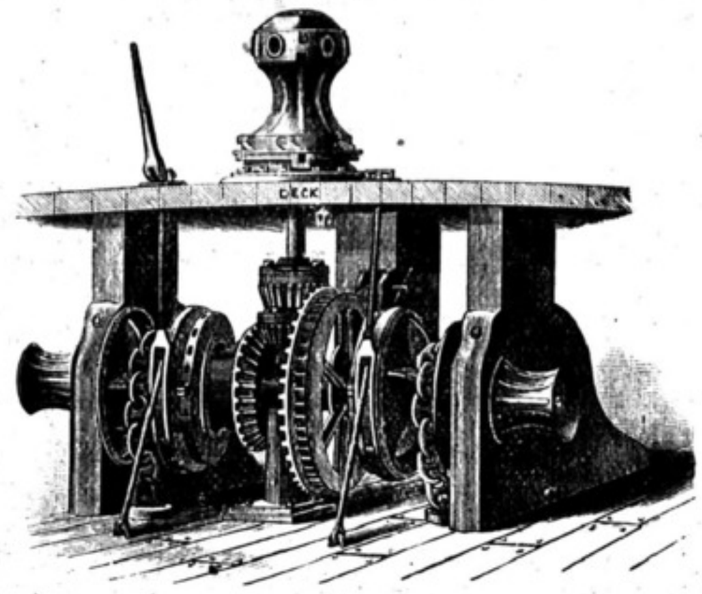

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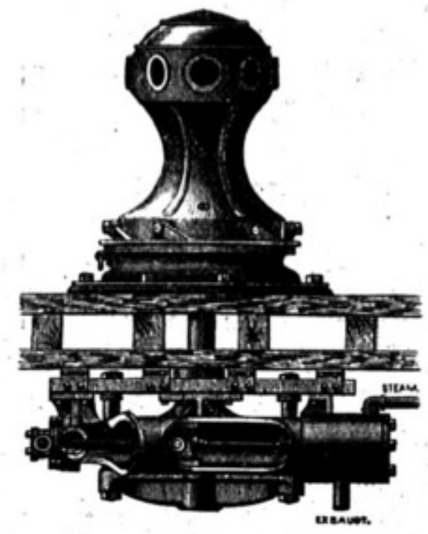

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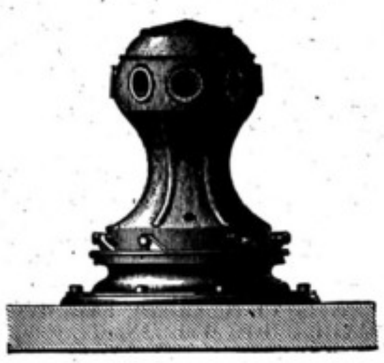

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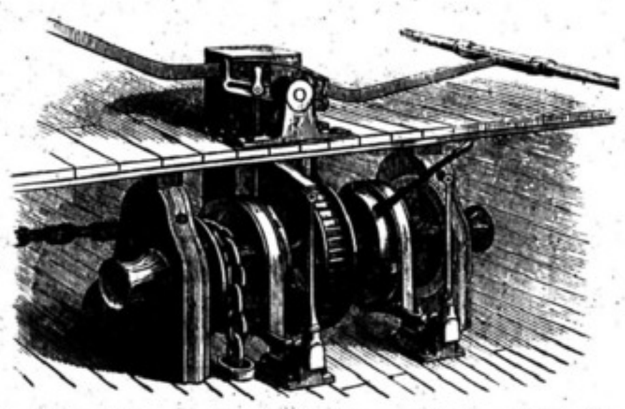

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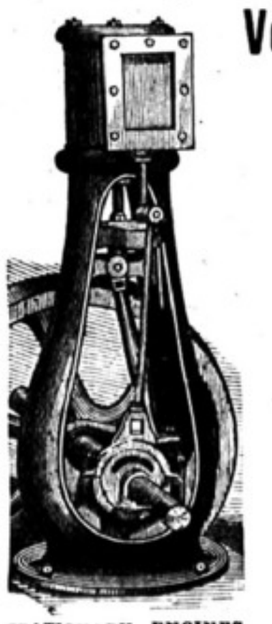

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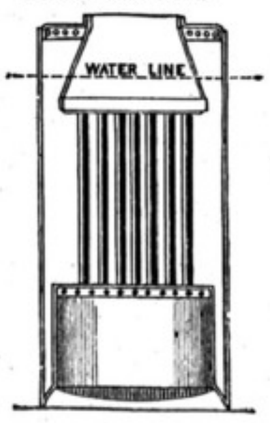

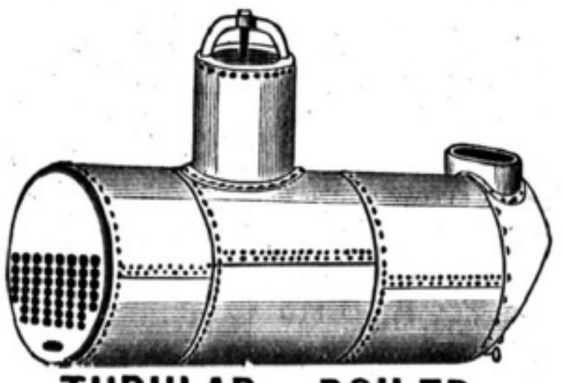

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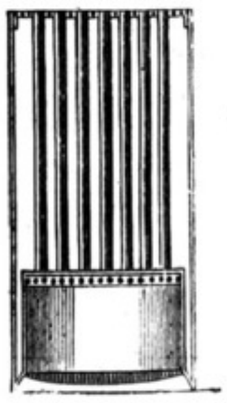

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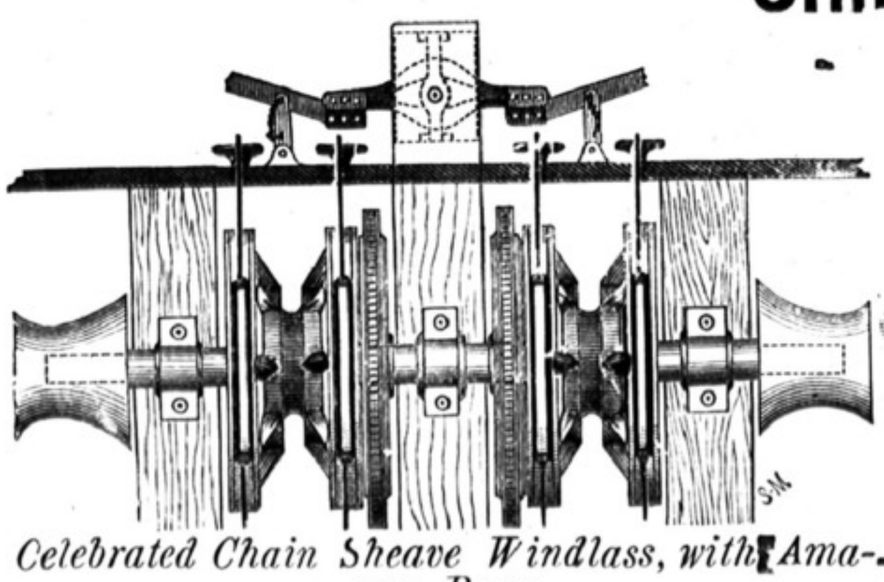
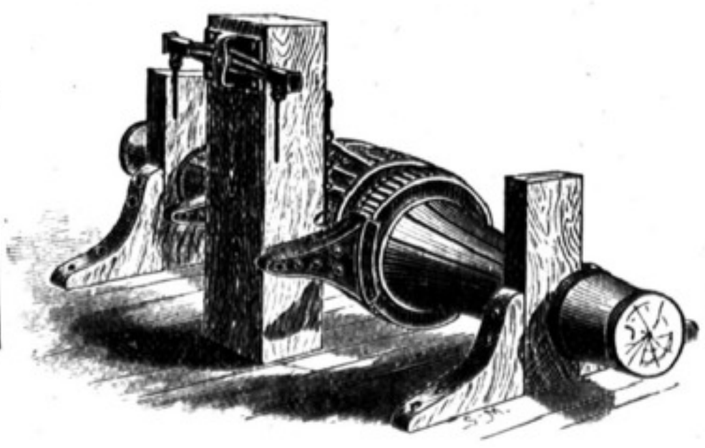
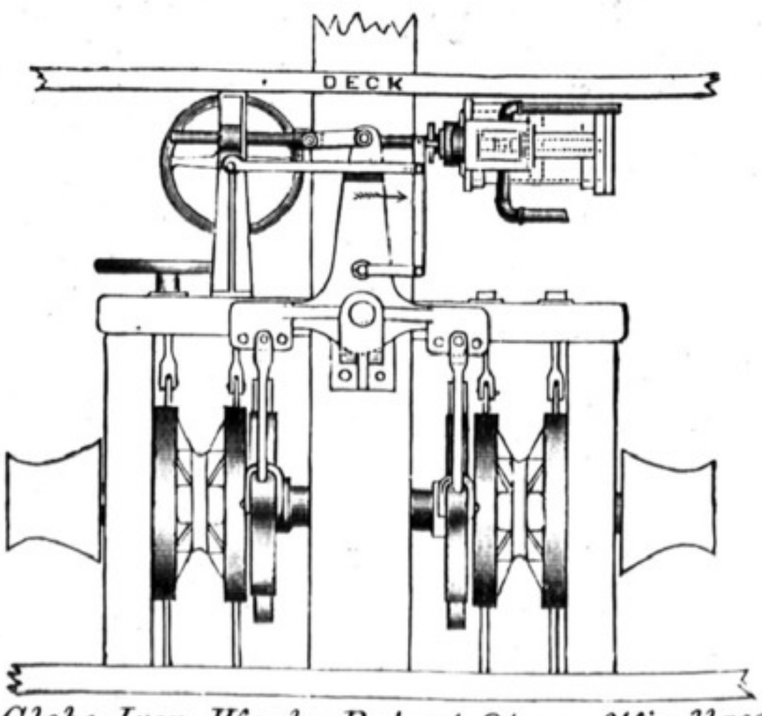


Celebrated Chain Sheave Windlass, with Amazeen Beam.



The Common Patent Windlass.



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